THE MARINE RECORD.

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Maritime Law.

SHIP-BROKERS COMMISSIONS ON DEMURRAGE.

U. S. District Court, Southern District of New York.

A charter provided that the shipbrokers should receive a commission of five per cent. on the gross amount thereof. It also contained a stipulation allowing a certain sum daily for any detention by default of charterers. Held, that commissions were due the brokers on demurrage collected, as well as on the freight.

BROWN, J.

The libelants as ship brokers effected in behalf of the respondents a charter of their ship, the Alex. Yates, which contained a clause providing that "a commission of 5 per cent. on gross amount of this charter" should be due on the signing thereof. The charter was for a voyage from Manilla to New York, and contained a stipulation allowing 45 lay days for loading and for customary dispatch on discharge, and for any detention by default of charterers, $106.40 per day. The demurrage collected under this clause of the charter at Manilla amounted to $24,046.40, and the freight collected amounted to $15,308.11. The libelants having agreed to allow two-thirds of their commissions under the charter to the respondents' agents, now claim their one-third of the stipulated commissions on the whole amount of freight and demurrage collected under the charter. The respondents paid into court the proportion of the commissions on freight, but contest their liability for commissions on the amount collected for demurrage.

I cannot sustain the defense. The charter expressly provides for commissions "on the gross amount of this charter." That expression fairly and naturally imports commissions upon the gross amount earned by the ship under the provisions of the charter. The word "demurrage" is not used in this charter. But the provision for the payment of a specified sum per day for any detention of the ship, though in the nature of demurrage, is one of the express contract stipulations of the charter, just as explicit as the provision for the payment of freight at a specified rate. The sum collected for detention is not by way of damages or penalty, but for the possession and use of the ship at a rate specially agreed on. So far as I can see, there is no reason for discriminating, as respects the right to commissions between any of the provisions of the charter under which the vessel obtains compensation. So far as the language of the charter goes, freight or dead freight might be excluded as well as demurrage.

The main consideration urged against this view is the further provision of the charter that the commissions were due "on the signing hereof;" whereas the claim for demurrage, it is said, could only accrue at a future time, after the detention of the vessel had occurred. But this argument, if valid, would apply to the freight as well; for the gross freight was not fixed and could not be determined at the time when the charter was signed, inasmuch as it gave an option to the vessel in regard to a considerable amount of the cargo at different rates of freight, and upon the exercise of this option the gross amount of freight depended.

The form of charter used in this case is a very common one, under circumstances like the present. The word "due" is plainly here used in the sense of obligation which was fixed and vested from the time of the signing of the charter, although the amount that might become payable under the different clauses of the charter, whether of freight, dead freight, or demurrage, was not then determinable. The obligation was *cebilum in presenti, so in futuro*. The reason for the use of the word "due" is further explained in the evidence to be in order that the commissions agreed upon should become an insurable interest by being made a fixed obligation of the ship.

The evidence further shows a very long custom in this country for the payment of commissions on demurrage accruing under stipulations of the charter in clauses like the present. But I do not regard this evidence of custom as essential to the libelant's claim. It was in evidence that the practice in England has for some time been to provide expressly for commissions on freight, dead freight and demurrage, and that latterly that practice has been creeping into use with some of the ship agents here who are engaged in the English trade. Such an express clause would in one respect extend further than the present charter, since it would entitle brokers to commissions on demurrage earned in cases where the charter did not contain any provision as respects demurrage. In that case demurrage might not be covered by a clause like the present, which provides only for commissions "on the gross amount of this charter.". Where the charter contains an express stipulation for demurrage at a specified rate it is one of the subjects of the broker's negotiations; the amount earned by the vessel under her stipulation is her charter compensation for the use of the vessel beyond the time stipulated, and is within the contract exactly as much as the freight itself. In such cases the phrase here used is of the same import as if the word "demurrage" were expressly used.

Decree for the libellant, with interest and costs.

November 3, 1891.

A COMPASS ALARM.

Many American vessels are now adopting an ingenious electrical device for giving an alarm when a ship deviates from her course, says Practical Electricity. The compass card in this arrangement, carries a small wire electrically connected with a metallic cup at the center, containing a few drops of mercury; this wire is bent over the edge of the compass, and as long as the ship maintains its course, the wire remains out of contact with either of the two metallic stops which are placed at a certain distance from either side of the bent end of the wire. If, however, the vessel departs from its course, the wire fixed with the card is brought into contact with one or other of the stops, closing the circuit, and ringing a bell in the captain's cabin or the navigator's room.

A SUM of $28,000 was recently granted by Congress for the purpose of constructing a steam vessel to be used for the purpose of boarding vessels at the port of Chicago, Ills. Mr. Taylor, of Illinois, has now introduced a bill to provide an additional amount of $12,000 for the construction of this vessel. It is high time that the several government departments realized that high classed special tonnage cannot be constructed on the ordinary stated sum per ton, of freight carriers, builders the world over are well aware of the fact, and where special results are asked for, a more liberal spirit ought to characterize both the outlay and the minor points contained in the specifications of construction.

THE RECORD IN CANADA.

THE MARINE RECORD of Cleveland is the newsiest organ of the nautical trade which comes to this port. Capt. John Trowell, (Sparta) represents it here.—Toronto *Globe*.

We have always held that the *Globe* was well up in maritime affairs, and the above but strengthens our belief and confirms our opinion that their judgment is exceptionally good.—[Ed.]

DETERMINATION OF THE TRUE LONGITUDE

The accurate determination of longitude is a matter of very great importance, and is necessary for the construction of reliable hydrographic and other charts. Our knowledge of the positions of all points in Canada have depended on the longitude determinations made by the Government of the United States and Harvard College Observatory. Authorities have, for some time entertained serious doubts respecting the longitude of Montreal, as determined in the past, and as better means for transatlantic determination, are now available than at the time when the former work was performed, it has been considered most desirable that an independent Canadian determination of longitude should be made by direct connection of Montreal and Greenwich.

It is now the opinion that the telegraphic determination of longitude is a matter of very great importence, and that necessary instrumental appliances should be obtained in order that the Royal Observatory may efficiently take part in such determination.

During the past season Prof. C. H. McLeod of McGill College Observatory, Montreal, visited Canso, N. S., the Canadian terminus of the Cable, and caused an observing hut to be erected at Hazel Hill. Instruments have been imported and preliminary tests in transmission of messages were made on the 7th and 14th of June last, between Montreal and Waterville, the terminus of the cable in Ireland, and return, a distance of 8,000 miles. The mean time of some one hundred trials was 1.05 sec. In the operations of determining the longitude of Montreal it has been recommended by the Astronomer Royal that one or two English observers cross the Atlantic from England to Canada and that one or two Canadian observers cross from this side to England. All arrangements are practically completed and it is expected that observations will be commenced early next spring and continued throughout the summer.

STANDARD TECHNICAL BOOKS.

	Regular Retail Price.	With The Marin Record one Year
Beeson's Inland Marine Guide	$1.00	$2.50
Law of Bills of Lading	5.00	6.50
Patterson's Nautical Dictionary	5.00	6.50
Drawing & Rough Sketching for Engineers by James Donaldson	2.50	4.00
Scott's Coast Pilot (new edition)	2 00	3.50
Simple Elements of Navigation	2.00	3.50
"Wrinkles" in Practical Navigation	6.00	7.50
Practical Seamanship	7.50	8.00
Thurston's Manual of the Steam Engine, part 1	7.50	9.00
Thurston's Manual of the Steam Engine, part 2	7.50	9.00

LIEUT. BAKER, of the marine division of the World's Fair, is confident that the lakes will be well represented in the marine exhibit. The principal lake exhibits that he knows of thus far will be from the Sheriff's Manufacturing Co. of Milwaukee: F. W. Wheeler & Co., the Bay City shipbuilders; The Detroit Dry Dock Co. and the Davis Boat & Oar Co., Detroit: Globe Iron Works, City Forge Co., the Brown Hoist Co. of Cleveland, the Union Dry Dock Co. and Dunbar & Co., elevator contractors of Buffalo. Lieut. Baker says it is his desire to pay special attention to the historical feature of marine subjects.

(ORGANIZED 1880.)

CLEVELAND VESSEL OWNERS' ASSOCIATION.

(Membership 1892.)

One hundred and sixty-three steamers, and One hundred and forty-four sail and barge, } Aggregating 298,127 tons.

Maintains shipping offices at Cleveland, Ashtabula Harbor, Fairport and Toledo. Regulates wages, protects crews and takes cognizance of all matters in the interest of the members and of the lake commerce generally.

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THE MARINE RECORD.—Official Paper.

CLEVELAND, O.

Captain Joseph Doville and Captain E. C. Benham have dissolved partnership in the vessel brokerage and marine insurance business. Captain Benham has opened a new office in the Perry-Payne building, and Captain Doville enters the arena for marine favors under the firm name of Joseph Doville & Son in the same building. The junior partner of the latter firm is a well known energetic young man who has been in the vessel line during all of his business career.

The lighthouse tender Amaranth, built by the Cleveland Ship Building Company, has been accepted by the Lighthouse Board. In a letter to Mr. Joseph R. Oldham, who superintended the construction, Col. William Ludlow, U.S. A. Corps of Engineers, and inspector of the lighthouse district, speaks in very high terms of the speed, seagoing qualities, and the entire excellent work throughout the vessel. It is a pleasure to chronicle the successful completion of special class tonnage, and to give the full measure of credit to the skill of lake shipbuilders.

Mitchell & Co., vessel owners, brokers, and insuranoe agents, have just added to their fine suite of offices in the Perry-Payne an elegantly appointed private office. The members of the firm, Captain John Mitchell, Mr. John C. Fitzpatrick, and Mr. John F. Wedow, are a trio of energetic men who are thoroughly well versed in the vessel business, and they now represent a large volume of tonnage, which is being taken care of to the entire satisfaction of their several owners.

The well known firm of Sherman, Hoyt & Dustin will move their offices in a few weeks from the present location in the Perry-Payne to the new Western Reserve building.

Captain McKay, general manager of the Mutual and Menominee Line of steamers, has just returned to port after releasing the stranded steamer German. Prompt measures and no lack of assistance made the work of floating the large vessel the work of only a few hours, and no great amount of damage is anticipated from the casualty.

The Menominee Line fleet of six steel steamers and the Mutual Line of three high classed modern steel steamers have nearly all made their second round trips between Escanaba and Ashtabula on their regular five day schedule time. This record shows highly favorable for their machinery and the men who look after it.

Mr. F. B. Smith, late chief engineer of the yacht Wadena, which he left at Alexandria, Egypt, arrived home on Tuesday. He took passage for London in an Ocean Steamship line steamer, and came across the Atlantic on one of the Inman line ships When asked about the rumor that the Wadena had sunk in the Mediterranean Sea, he said that the great sea was quite a region for rumors, and that nearly every large pleasure yacht that had sailed upon its waters had at one time or another been reported lost. "The failure to hear from her," Mr. Smith continued, "is very easily accounted for. When I left, the party had arranged to go to the Holy Land, and were to disembark at Jaffa, where the yacht would be kept for three weeks or a month, and where there is no telegraphic communication, so that when this story was started the party were doubtless all on dry land. I understand, however, that the rumors of disaster could be traced to no source outside the city. If so, there is reason to suspect malice in the spreading of such a report, as I never had my foot on a finer little sea boat, and would cheerfully risk a Cape Horn voyage in her.

H. R. Spencer, proctor in admiralty, Duluth Minn., visited the city this week in company with Mr. John McKinley, owner of the McKinley mine in the new Mesaba range, and one of the best known mine owners in the North-west. While here Mr. McKinley made arrangments for receiving his ore shipments at Lake Erie ports for the season. Both gentlemen started West again on Wednesday night.

CHICAGO GRIST OF MARINE ITEMS.

Special Correspondence to The Marine Record.

CHICAGO, ILL.—H. Channon Co. have furnished the outfit for the two splendid new steel steamers Maritana and Cardillac, building by the Chicago Shipbuilding company at South Chicago.

James B. Bates, the well known foreman of the Chicago Dry Dock Co. for so many years, has arranged to open a shipyard at Brown and Twenty-second streets, head of No. 2 Burlington slip, South Branch of Chicago river. The firm will have a down town office at Finney & Channons, ship chandlers, 4 Market street.

At Miller Brothers dry docks the scow H. Becker is in dock for re-calking, the sloop yacht Scorpion for alterations and rebuilding. The schooners Cape Horn and Norman were in for recalking.

Graham & Morton's splendid steel side wheel steamer City of Chicago arrived here Tuesday morning from Benton Harbor and St. Joseph on her first trip this season, with nearly 100 passengers and a full load of merchandise. She looks elegant both inside and outside. Her hull has been painted black to the water line and red below it; her smokestacks are also painted black and her cabins and upper works white. The social hall has received a new polished oak floor and some improvements have been made in the ladies cabin and toilet rooms. Captain C. McIntosh is in command, A. J. Simons 1st mate, W. J. Russell 2d mate, Wm. J. McClure chief engineer, Amos Phillips assistant engineer, Charles Young clerk, Charles Tebbetts steward. The City of Chicago is a great favorite with excursionists. She will run triweekly trips this week, and commence next week to make daily trips.

The steamer Walter Vail and consort Baltic loaded wheat Tuesday at Gladstone for Buffalo at 2¾ cents. The charter was made by Burton, Calbick & Cook, vessel agents, about a month ago.

L. L. Burton, of the firm of Burton, Calbick & Cook, returned to Chicago Tuesday from a journey East on business.

Grain charters had an upward tendency on Tuesday. Some cargoes were taken at 2 cents on wheat and 1 3-4 cents on corn to Buffalo.

There is no change for the better in lumber freights. Plenty of loads are offered, but vessel owners are holding out for an increase in rates.

The schooner George A. Marsh arrived Sunday minus her foretopmast, which was carried away near the Foxes in a heavy gale.

The schooner R. B. Hayes, laden with coal from Buffalo, arrived here Monday morning from Escanaba in tow of the steam barge City of New York. The schooner had her fore and maintopmasts, square and topsail yards and jibboom and sails carried away last December on Lake Michigan, and ran into Escanaba, where she spent the winter months.

The Independent Tug Line have had one of the Beck steam steerers placed on their tug Ira O. Smith.

The schooner H. A. Richmond, Capt. Dorn, bound from Cheboygan to South Chicago with lumber, ran on Hyde Park reef about 3 a. m. Saturday. The V. O. T. Co.'s tug Black Ball went to her assistance, and after about 25,000 feet of the schooner's deck load was lightered the tug succeeded in releasing her at 10 o'clock the same morning.

The L. M. & L. S. Transportation Co.'s steamer City of Duluth, Capt. D. McLain, left here Tuesday evening with merchandise for Duluth and intermediate ports on Lake Michigan and Lake Superior.

The steamer Jay Gould, which left here Saturday afternoon for Duluth, ran on Racine reef the same night. She was towed off and taken into Racine and was then towed to Milwaukee and put in dry dock, where it was found that a bent shoe was the only damage she had received. She took on more cargo and left Milwaukee for her destination Monday night.

The Goodrich Company's fine steamer Atlanta arrived here Tuesday night from Manitowoc. She will be placed *en route* at once between Chicago and Grand Haven and Muskegon.

Capt. Dorcey, of the Goodrich's Co.'s steamer Indiana, was compelled through sickness to leave the steamer on her arrival from Milwaukee Tuesday. Capt. Raleigh will probably be put in command for the present.

Henry Bloecker, engine builder of Grand Haven, was in Chicago on Monday. He has been very busy all the winter building new engines and doing considerable repairs to machinery on the steamers John Otis, Faxton, City of Grand Rapids, Mary H. Boyce and Wisconsin and tug C. Williams. He has contracted recently to build a high pressure engine 26 by 30, with independent condensor, for the Williams Trans. Co., South Haven, for a steamer building there by Capt. John Martel, which is to be ready for lake traffic by May 1, 1893.

The steamer City of Marquette left here Monday to go *en route* between Kewaunee, Wis., and Frankfort, Mich.

The Anchor Line steamer Lehigh left this port on her first trip this season Monday night. When her boilers were inspected they showed signs of weakness and she remained in port for repairs.

The U. S. steamer General Hancock, commander Ludlow, was in this port on Monday and had her compass adjusted for deviation by Prof. John Maurice, the Chicago compass adjuster.

Capt. John W. Keith, who will represent Chicago vessel owners at Detroit at the meeting on the 28th, and Capt. Frank B. Higgie, Secretary of the Chicago Vessel Owners' Association, are working hard and meeting with great success in obtaining a large number of vessel owners at this port as members of the new association of Lake Vessel Owners.

The schooner Cora A of this port, which was in collision with the steamer City of Paris last week, sailed over from Ludington to Manitowoc, and had repairs made by Burger & Burger, her builders, and left for Pine Lake to load lumber for Chicago. WILLIAMS.

SOUNDING THE CHANNEL AT TONAWANDA.

Special Correspondence to The Marine Record.

BUFFALO, N. Y.—Tonawanda lumber merchants who thought the depth of Niagara river was sufficient to "safely float a vessel" drawing fourteen feet, took a party of Buffalo vessel men on a tug, Tuesday, to make soundings in the channel. The scraper with which they took the measurements broke on an obstruction after some work had been done, and the soundings were completed with lead and line, which could hardly give a conclusive result. Nothing shallower than fourteen feet was found, but another trial will be made, and the result published. This will doubtless lead to changing the position of the buoys which now mark the channel.

The excursion steamer Oclemena was brought from Sodus's Point by Captain A. J. Gilbert this week. She will run to Eldorado on the river.

Sloan & Cowles have ordered Kentucky oak timber and planking for a new excursion steamer which is to be ready for business during the summer.

The coal situation could not very well be worse than it is. The only company willing to do any shipping is the Delaware and Hudson Company. They have chartered room for about 4,500 tons, all of which will have to be wheeled on board. The other companies are restricting production according to agreement, and have none here to ship.

The Sailors' Union is growing in strength here since Shippingmaster Boyd has been in durance vile. The Union occupy Boyd's old quarters, and take off non-union crews from sailing vessels about as they please. The Grand Jury found no indictment against Boyd on the last charge of grand larceny preferred against him, and now all that stands between him and liberty is bail which he has so far been unable to secure.

The $15,000 insurance on the schooner John B. Merrill was all placed through John L. Crosthwaite of this city.

A log jam, formed of discarded piles and timbers thrown into the Blackwell canal by dock repairers, occurred at the Lehigh Valley Bridge last Friday, and it took tugs to break it. Floating debris of this kind broke the wheel of the tug Medina Monday, and is a menace to the safety of all craft.

The schooner Comanche, which was blown in here in a disabled condition late last fall, during a gale, has had a very thorough rebuild. She has reloaded her cargo of 19,000 bushels of wheat, which was stored here during the winter, and cleared for Oswego.

The first arrival from Duluth was the steamer S. R. Kirby, which reached here Sunday.

The steamer William Harrison, intended for service on Niagara River this season, has reached Quebec on her way from New York. She will be here next week.

PARKE.

CHANGES IN THE INSPECTION LAWS.

Special Correspondence to The Marine Record.

KINGSTON, ONT.—The Hon. Minister of Marine has introduced another act "To further amend the Steamboat Inspection Act," which provides a great many changes in the latter act. The new act brings under its provisions not only vessels propelled by steam, but also vessels "propelled by any machinery or power other than sails or oars." In the amended act the Governor in-Council may direct that the act or certain provisions thereof, shall apply to, or shall not apply to, any steamboat, or class of steamboats, registered elsewhere than in Canada, and the Governor-in-Council is also empowered to make such regulations as are deemed advisable with respect to boats to be carried by steamboats or other vessels mentioned in the act. In future no person shall act in the double capacity of engineer and master on any steamboat, or as engineer and fireman on any steamboat, over seven nominal horse-power, and required by law to carry a certificated engineer, except in cases where the boiler is fired from the engine-room. The fees formerly paid to collectors of customs for in-

spection service shall in future be paid to steamboat inspectors, and the new act also makes provision for the outfitting of passenger scows in tow of a tug-boat. All these above mentioned are radical changes in the Steamboat Inspection Act, and steamboat inspectors will have their hands full this season trying to keep track of the new amendments.

The steamer North King made a trial trip up the lake on Saturday afternoon with a party of citizens on board who had been invited to enjoy the first complimentary trip of the season and to examine for themselves the appointments and fittings of this magnificent steamer. This steamer has been on dock all the past winter, having some changes made to her hull for the purpose of increasing her speed, and there is not the least doubt but that every expectation in this respect will be realized. On the run back from Lake Ontario the engine was worked to about its full capacity, and the distance from Nine Mile Point to Swift's wharf was made in twenty-eight minutes, considered pretty fast time. The popular Captain Nicholson is in charge again this season with Captain Jarrell as first officer and Mr. O. J. Hickey as chief engineer. Mr. Stevenson, the experienced and reliable steward of the Lake Ontario and Bay of Quinte Navigation Company, is once more at his post, and patrons of this steamer may depend on having every attention at his hands. The North King left on Sunday evening for Port Hope, to commence her regular season's work, and this season will run once a week to Kingston, calling at all Bay of Quinte Ports.

The steamer Rocket, of Montreal, has been chartered by The Deseronto Navigation Company for the passenger business between Toronto and The Thousand Islands this season, and will be in command of Captain S. Anderson, the well known master formerly of the Armenia. This steamer will commence her trips on the first of June.

The steamers Viking and Omaha are in with rye from Gladstone and Chicago, and the schooner Hercules, with wheat, from Sarnia. Both steamers loaded coal at Oswego, for Chicago.

The schooners Grantham and Emerald are unloading square timber at Garden Island from Toronto. The Emerald clears for Toronto and the Grantham for Toledo, both for cargoes of square timber.

The steam barge Water Lilly is being fitted with a new compound engine at the Kingston Foundry, and will be placed on Hepburn's Marine Railway, Picton, next week, to receive new shaft and wheel. Captain M. Hefferman has just been placed in charge of this steamer, and as it is his first command, "Mike" must be excused for wearing a smiling countenance. MAGNET.

A SHIPYARD AND DRY DOCK WANTED.

ESCANABA, MICH.—There has been some trouble among the coal heavers during the past week. They had a slight misunderstanding with Henry J. Dunn, the contracting stevedore, on Tuesday. Sheriff McCarthy was duly on hand and order was the result of his appearance. It seems the men accepted the same pay as was made last season, and on Mr. Dunn's asking them to sign contracts to remain with him steady for the season so as to avoid strikes and all such disturbances, they refused to do so and of course a rumpus was started. The sheriff and special policemen drove off the union men and the steamer Thomas W. Palmer was unloaded at once by non-union crews.

Escanaba stands best in the lists of the gentlemen who were looking over our grounds for a location on which to build a mammoth blast furnace, steel plant and charcoal furnaces. We are bound to "get there" soon.

General Manager Main of the Sheridan Mine says that over 100 men will be employed the balance of the season at his mine. They have contracted to deliver at the furnace this season over 40,000 tons of ore, and are negotiating the sale of 10,000 tons more. They have a stock pile of about 12,000 tons, and are shipping 300 tons a day to Escanaba docks, and the stockholders can justly celebrate.

A scope for capital is presented in the great need which exists for the establishment of a shipyard and dry dock here. With a shipping trade, as shown in the capacity of vessels entering and clearing from our harbor, and expressed as 8,000,000 tons, there is no hospital for sick ships nearer than Manitowoc, and a disabled vessel has now to be towed to that port if she stands in need of any repairs. Added to this, the field for shipbuilding is practically unlimited, and as all the structural requisites are produced upon the spot, the construction of every type of carrier could be carried on at a small outlay. The doors of our fair city are always open, and it only remains for the seeker of the profitable investments, the skilled artificer and the industrious manual laborer to determine by personal inspection of this "land of promise" the measure of these written veracities. While Escanaba stands alone then, the mistress of the iron ore trade of the world, her ndivid ual economic condition, (but we have splendid prospects) is one of abject poverty as she possesses not even one estəblishment for the manufacture of the raw material with which the surrounding country so richly abounds.

We would suggest that the city council appoint a harbor master, as his first duty, the removal of that old derelict schooner Duncan City, which has defaced the splendid appearance of our harbor for two seasons past. I am quite certain, however, that her owners could arrange her removal without consent of the harbor-master.

Capt. George Shipman's new tug Allie C. Shipman, arrived from Manitowoc Sunday. She is very similar to the Sarah R., which burned last season, and is a well built and seaworthy craft. She will engage in the raft towing business of the upper bay.

The steamer Monteagle, of Chicago, ran foul of an ore spout Friday last and she is minus some railing on her texas and bridge.

The steamer Nellie, of the Independent Line, Chicago and Escanaba, is receiving a general overhauling and painting. She will again be commanded by Capt. A. Taylor.

The steamer German, of the Menominee Transit Co., ran hard aground at Point Detour, entrance of Green Bay, at 9 o'clock p. m. last Thursday. She went four feet out forward, and twenty inches aft, resting easy on the rocks. 'Tis a bad piece of ill luck that befell Capt. George Dunn, who is in command of her, and as to how she got on at full speed, fully fifteen miles north of her course, is not yet explained. Capt. Dunn last season commanded the L. T. Co.'s steamer Newburgh.

The schooner Thos. P. Shelden is about fitted out and will leave in a few days for Cleveland, where she will have put in a new foremast. It is to be hoped that her former good luck will forever prevail.

The wrecking tug Monarch, of the E. T. & W. Co., left Friday morning with heavy hawsers for the German, and after pulling out most of her timber heads she returned and took out the hydraulic jacks with which she assisted greatly in the release. The Favorite was also on the ground to render assistance.

Vesselmen in general show their better judgment in insisting that there be established on Washington Id., near the Door entrance to Green Bay, a life-saving station with telephone connection to Green Bay, thus many a total wreck with great loss of life and property might be avoided.

H. Atkins & Co., sent supplies out to the hungry crew of the imprisoned steamer German by the tug Delta on Sunday last.

The Escanaba Steam Laundry report a brisk marine trade. The 'Colonel' does good work too. UNO.

A STEEL LIGHT SHIP LAUNCHED.

Special Correspondence to The Marine Record.

BAY CITY, MICH.—Capt. James Reid is at Detour supervising the work of releasing the schooner Minnehaha ashore near that place. He is to receive $7,500 for the work. He has also purchased the hull of the tug Parker and will make a wrecking tug of her after putting a new engine and boiler in her.

The new steamship Uganda got away Sunday afternoon for Duluth.

$100,000 is the amount which has been appropriated to be expended in continuing the Saginaw river improvement this season. Of this amount, $55,000 will be used at and below Bay City, $5,000 on the channel on the west side of the middle ground, and $40,000 if it is necessary above Bay City.

The steamer Metropolis arrived up from Detroit, where she was in winter qnarters, last week. She has been painted and repaired until she looks as good as new. The Metropolis and the R. G. Stewart are now making regular trips between here and the shore points and have all the freight they can carry. The Metropolis will be commanded by Capt. Dan Pierce, Charles Pierce, mate; engineer, John Gostage; clerk, T. W. Hill; steward, William Putnam.

About twenty vessels have reported, and thirty have cleared from this port so far this season, which has had the effect of making things stir somewhat, and there is every indication for a good season's business. There is no change in freights. and probably will not be unless cargoes get scarce.

George F. Williams, for six years superintendent of the yard and also a member of the firm of F. W. Wheeler & Co., has withdrawn from the company. He contemplates a trip to the Pacific coast with a view to benifiting his health and perhaps going into business there, perhaps shipbuilding. Mr. Williams has many friends who will wish him success in whatever business he may engage in.

No. 51, the first of the four government light ships, building at Wheeler & Co.'s, was successfully launched at 4-30 Saturday afternoon. A gentleman who was standing on the deck was thrown overboard by the lurch when she struck the water, but escaped with nothing worse than a cold bath, while another was thrown with such force on the deck as to dislocate his arm. The general dimensions of the light-ship are as follows: Length over all, 118 feet 10 inches; beam molded, 26 feet 6 inches; depth of hold from top of beam to top of keel, 14 feet 6 inches. In addition to the sails carried on light masts, the ship will be provided with a propeller and steam power, which will not only enable her to return to her station if carried away by a gale, but will also be of much assistance in keeping her in place, as they can be run during a storm and thus diminish the strain on the cables. The vessel has four main bulkheads, and under the upper deck will be located a cabin with four staterooms, coal bunkers, engine and boilers room, crew space with ten berths and all other necessary store rooms, etc. She has two Scotch type boilers 8 feet in diameter and 9 feet long, and her engine is a fore and aft compound, 14 by 24 by 16. Besides being the first steel light-ship built on the lakes, she is also the first to be provided with a complete electric light plant. The dynamos are to be of at least sixty ampheres capacity with a force of 110 volts at terminals of machine. Twenty 16 candle power lamps are to be placed in position on the boat. She will be placed at Cornfield Point, Long Island Sound, at the mouth of the Connecticut river. J. P. R.

TORONTO MARINE NEWS.

Special Correspondence to The Marine Record.

TORONTO ONT.—Capt. Joseph Jackson will again take charge of the Eurydice this season.

Capt. Lafrance has arrived in town to superintend the fitting out of the Carmona, which will this season run between Toronto and Charlotte. Mr. George Munroe has been appointed chief engineer and is getting her machinery in shape for business.

The steam barge Clinton, and consorts of the Mathews Line have been chartered to carry grain all season from Chicago and Lake Superior ports to Kingston.

Capt. John H. Scott, the popular commander of the steamer Persia, was in the City on Monday and is looking as hearty as ever. He says that the Persia will be in first-class shape to handle her passenger business this season, and that she will still continue to be 'the people's favorite.' She leaves St. Catharines for Montreal on Tuesday May 3rd. The officers of the Persia are: Captain J. H. Scott; engineer, Alex. Ramsay; Purser, M. J. Pursell.

The propeller Ocean will arrive from Hamilton on Thursday on her first trip to Montreal. There will be a complimentary excursion given aboard her on Thursday afternoon, when it is expected that a great many will take advantage of the invitations that have been issued for a three hours cruise.

Capt. George Hare and Capt. Frank Hare, masters of two stone hookers were before the police magistrate this week to answer to a charge of having committed a breach of the harbor by-law by entering port and then departing without reporting at the Harbor-master's office. They pleaded guilty but desired to make an explanation of the case. They claimed that in leaving the harbor without reporting they had simply done what in past seasons they had been allowed to do without interference. The deputy harbor master explained that when a vessel arrived late at night and wished to leave again at once, the harbor authorities, as a matter of courtesy, and to avoid the incurring of expense to the owners by delaying the vessel had allowed the rule regarding reporting to lapse, but with the understanding that the matter would be attended to when the vessel again arrived. These men had taken advantage of this by attempting to escape the rule altogether, thereby avoiding the payment of harbor dues on their cargoes of stone. A fine of $20 was imposed. The harbor regulations will be strictly enforced in the future.

Mr. W. H. Askin, the general travelling agent for the Beatty Line, was in the city on Monday and left again that evening for Sarnia. The first steamer of the line leaves Sarnia on Friday, and will have a heavy cargo of merchandise and a large passenger list.

Island Constable Ward, who has been appointed Dominion Fishery Officer, has in the past week made several seizures of nets which have been set in the bay in violation of the law. If the owners of the nets are found guilty of illegal fishing the nets will be destroyed. Capt. George Williamson has entirely recovered from his late illnesss and is able to take charge of his vessel the St. Louis. She is loading timber for Garden Island.

The steamer Rosedale will leave for Port Arthur on Thursday. The steam barge W. B. Hall cleared ligh for Parry Sound. SPARTA.

THE steamer Chas. A. Eddy of Ashtabula, ore laden, dragged on the sand bar on the morning of the 27th, and the tug John Gordon worked about half an hour to release her. In making the turn above the bridge, the Eddy ran into the bow of the Mark Hopkins, lying at the P. Y. & A. dock, completely wrecking a section of her wale streak and rail. Capt. Shaw, of the Eddy, has instructed Capt. Devney to repair the damage done the Hopkins at his expense.

BAROMETRICAL LOON FROM THE WINDY CITY.

The following loony story emanates this week from the windy city. We do not vouch for the reliability of the Chronicle, though if this great northern diver would only propegate its specie, the local weather forecast officials might find their northerly predictions attaining a high per centage of accuracy

Capt. Andrew LeFevre, one who sails a fishing schooner, captured a lake loon during the gale east Saturday night, and when the fact became known in the harbor, there was the greatest curiosity and interest among seamen. Seafaring men are as superstitious concerning a loon as an albatross, and all who saw the great seafowl in Capt. LeFevre's possession cautioned him against killing or imprisoning it, saying that he and his descendants for all time would have bad luck, would meet with some awful fate, and urged him to give it its freedom. "I have been fishing in this end of Lake Michigan for thirty years," said the captain last eveniug, "and I never saw but one loon, and I am dead sure that this is the chap. The first time I saw him was about 1865 one stormy afternoon. I tried to run him down with my fishing slopp, and came near drowning my wife and myself. After that I saw the big fellow off, and on several times, or heard him screaming in the night. It was always just before a great northerly gale set in. As I look back at events now, I remenber that whenever I have seen the fowl his presence has been a warning of a great storm from the northward. He never showed himself to signal anything but northerly storms, as I remember, now, except once; that was the afternoon of October 9, 1871. He cut up fearfully that day and did not seem to care how many people saw or heard him. He would fly wildly about and then swoop down on the lakes, which was at that time as smooth as glass, and run and fly, screaming all the while. I believe he swims with his wings as well as his web feet, for his wings touch the water and he goes along like lightning. The storm we had that night, you remember, was a snorter from the south-west, and the whale town burned up. I made up my mind after the great fire that the bird was a sort of ill-omened devil and made up my mind to kill it. Mind you, I have never seen but one at a time, and I concluded, and am more sure than ever now, that it was the same loon. I got to carrying a gun on my boat, and everytime I saw the chap for four or five yards I discharged both barrels at him. He would disappear under the water, and I thought I had killed him each time, but he would show himself again just before a norther was coming. In 1880, or 1881, one Sunday afternoon, some young fellows in a little steam launch took up the chase with me after the loon. We pressed him hard and I got a shot at him, breaking one of his wings as I then thought. I got him aboard my schooner, the boat I am sailing now, and was examining his right wing when he banged me in the face with both wings, toppled over into the water and sank out of sight. I am convinced that this is the same loon because here is his right wing all bear of feathers or fur, that's where I shot him. Just before the sudden norther set in yesterday, that fowl flew right aboard my boat and let me catch him without making the least effort. The captain said he did not feel quite right with the loon on his hands, and he had given it to a friend, Mr. D. C. Deegan, of 619 South Canal St., who promised to call for it, but had not done so. He kind of suspected that Deegan was afraid of the fowl with a human voice, for that it had, and he did not know but he would take it out on the lake next trip and let it go. A grain inspector had offered to buy it, but the captain did not like the idea of barter and sale and imprisonment for exhibition; for the same reason he did not want to turn it over to World's Fair people. Last Thanksgiving Day a party of seven men in a sail yacht had a chase in the Basin after a loon which was watched for two hours by thousands of people on the Lake Front and Michigan Avenue. The loon pursued its usual tactics when pursued. It swam and flew around in a circle, gradally making the circle smaller, and. making the chase more difficult for the yacht. Suddenly the yacht was put about, thus coming head-on toward the loon. At this instant a violent squall struck the little craft and capsized her. Two of the men, father and son, lost their lives. The others clung to the overturned yacht, and were rescued by Capt. Ed. Napier and his tug, which put out from Van Buren street.

A captain of the Chicago Towing Co. had an experience with a lake loon several years ago. His tug was lying outside the harbor late one afternoon waiting for a tow to come along. Just at nightfall the crew caught sight of the loon, and resolved upon a chase. Around and around went the loon, swimming and flying, always making the circle smaller. They tired him out and Capt. Hea had a pike pole ready to strike, but something occurred to change the mind of the whole crew in an instant.

'Suddenly raising itself in the water,' says Capt. Hea, 'and stretching out its long neck, that bird gave out a cry of distress and anguish that seemed human, and at times supernatural, ascending to the very clouds. A squall swooped down on the lake from the north just at this juncture, and our tug being five miles down the lake we made run for the harbor. We made bad weather of it, the tug shipping several seas, but we finally got into port safely. Just as we rounded the piers that loon circled around the pilot house with a solemn croak, and then winged its way back to sea again."

It is said that Lieut. Baker, in charge of the marine exhibit for the World's Fair, will endeavor to secure the "storm bird."

TO INCREASE SPEED OF SHIPS.

The use of oil in smoothing the surface of the sea in stormy weather is now so well known that performances in this line now attract but little attention. Another application of the same principle is suggested by a correspondent of London Engineering, who outlines a plan for increasing the speed of ships by using oil to reduce the friction between the bottom of the vessel and the water. The plan is, briefly, as follows: Perforated pipes on the stem of a vessel extending from the keel to the water line or higher, feed oil in minute streams against the sides of the vessel. As the ship progresses the oil would be pressed toward the stern, and at the same time the inward pressure of the water would prevent the oil from quitting the sides of the ship. A vessel built with grooves along the sides will invariably give a more thorough distribution of the oil. It is further suggested that oil used for this purpose might be so chemically treated as to render it a good preventation of weed and barnacles on the ship's bottom.

THE FIRST TUBULAR BOILER.

There is no place in this country where one can get so good an idea of all kinds of boats as can be obtained in the National Museum. Here one sees boats of bark, boats made out of the skins of animals, with bone and bamboo ribs; dug-outs, smooth bottom, clinker-built, flat, sharp, and perfectly round boats that resemble a tub. The highly-decorated flat-bottomed Mississippi steamboat can be seen full of fancy ginger-bread work, with saloons and staterooms piled above each other, looking like a floating house and suggestive of "life on the Mississippi," as Mark Twain and others saw it.

In strong contrast to the ark-like Mississippian are the full-rigged and polished ocean ships, the yachts, and beautiful models of war-ships and others. These claim the attention of thousands of visitors; but there is more real interest shown in a small corner where a bust of Robert Fulton looks down upon things which taxed the inventive genius of men who inaugurated the reign of steam. Here, with a coat of black paint on it to check the tooth of time, which has gnawed it almost through, is a tubular boiler. This boiler was patented by John Stevens in the United States in 1803 and in England in 1805.

In his English patent specification, Mr. Stevens—beginning with "Whereas, His most Excellent Majesty, King George the Third, by his letters patent bearing date at Westminster the thirty-first day of May, in the forty-fifth year of his reign," —says, further on: "In the boiler I am about to describe, I apprehend the improvement is carried to the utmost extent of which the principle is capable." In describing, he continues: "Supposing a plate of brass of one foot square, into which a number of holes are perforated, into each of which holes is fixed one end of a copper tube of about an inch diameter and two feet long, and the other end of this tube inserted in like manner into a similar piece of brass, the tubes, to insure their tightness, to be cast in the plates. These plates are to be enclosed at each end of the pipes by a strong cap of cast-iron or brass, so as to leave a space of an inch or two between the plates or ends of the pipes and the cast-iron cap at each end; the caps at each end are to be fastened by screw-bolts passing through them into the plates. The necessary supply of water is to be injected by means of a forcing-pump into the cap at one end, and through a tube inserted into the cap at the other end the steam is to be conveyed to the cylinder of the steam engine; the whole is then to be encircled by brickwork or masonry in the usual manner, horizontally or perpendicularly."

The first patents in America were to Reade, Fitch, Rumsey, and Stevens, in August, 1791. Reade's was for a portable tubular boiler; Fitch's was for driving a vessel by taking in water at the bow and forcing it out at the stern. The principle of Rumsey's and Steven's patents was much the same as Fitch's.--[Mechanical News.

THE CHENANGO'S INSURANCE SETTLED.

The steambarge Chenango was burned one year ago while en route to Erie from Detroit. On April 10, the day before she started, and while she was lying at the wharf loading, her owners went to Capt. Eber Ward and made an agreement with one of his clerks for insurance against her loss by any marine calamity, including fire. It was to take effect immediately, although it was well known that the policy could not be secured for a number of days.

When the vessel burned, the Greenwich Insurance Co., in which the insurance was placed, refused to pay, claiming first that Capt. Ward was not empowered to make such a contract, and that the fire insurance was not to commence until April 20, 10 days later. In the second contention they were borne out by Capt. Ward's clerk, who testified that the Chenango owners did not ask to have the fire insurance commence immediately. This was denied, however, by the owners, who claimed that the clerk's last words were: "Now you are insured." The principal importance of the case arose from the claim made by the insurance company, that Capt. Ward was not authorized to contract that the insurance should commence immediately. According to the printed blanks of the company, its policies were not to be considered valid until signed by the officers of the company. The common custom among vessel men, however, is to do just as the owners of the Chenango did, and then consider themselves insured. In his charge to the jury, Judge Swan said: "If the company held out Capt. Ward to the public as an agent with authority to take business in accordance with the usual custom and if it furnished to him a list of vessels with their class and rate noted, in which the Chenango was given as a desirable risk, then the company would not have had the right to refuse arbitrarily and without reason to issue the policy, after the application had been taken by Capt. Ward."

The jury was instructed to bring in a verdict for the plaintiffs, in case it believed that there was a verbal contract between them and Capt. Ward, that the entire insurance should commence to run on April 10. After being out half an hour, the jury brought in a verdict for $5,575 for the plaintiff, the full amount claimed.

"To discontinue advertising is like taking down your sign. If you want to do business, you must let the people know it." —John Wanamaker.

ELECTROPLATING VESSELS.

In carrying out the method of electroplating the hulls of vessels, which was devised by A. D. Buchanan, Long Island City, N. Y., the vessel to be plated is sailed into a lower dock similar to the lock of a canal, and is then placed in an upper lock so that the bottom of the vessel will be on a line with the high water mark. The vessel is then incased in an envelope, which is held to the bottom of the dock by means of a timber extending longitudinally through the envelope and is firmly fastened to the dock bottom. The edges of the envelope are left free, so that they may be conveniently raised when necessary. The envelope is made of canvas, and is provided with a wire warp to make it sufficiently strong.

The plating is accomplished in the following manner: The vessel is floated into the dock and lowered by letting out the water, so that her keel will rest on the central timber. After having been properly stayed and scrubbed for the deposit by emery wheels, wire brushes, etc., the envelope is then raised with the hull of the vessel, the water siphoned off, and the envelope is filled with a pickle of water and sulphuric acid. The water is let into the dock at the same time that the pickle is pumped into the envelope, so that the pressure of the water will make the envelope conform to the shape of the vessel, and very little pickle will then answer to fill the space between the envelope and the hull. In filling the envelope it is better that the water be kept slightly in advance of the pickle so that it will not be necessary to use too large a quantity of the pickle. The envelope is alternately pulled taut and relaxed, so as to keep the solution in motion, and after a thorough agitation, the sides of the envelope are pulled out so that the sides of the vessels may again be scrubbed. The pickle is then withdrawn and clean water supplied in its stead to thoroughly wash the vessel's hull. The water from the envelope and dock is now withdrawn, and the copper solution is let into the envelope, and water is let into the dock, so that the envelope and dock will fill up together as already described. The anodes are placed in the solution, and are made long enough so that they will extend nearly to the keel of the vessel. The hull of the vessel is connected with the negative pole of a dynamo, and the anodes are immersed in the bath, which is placed in the envelope. The anodes are made up of a series of large copper links which are hinged together at the ends, so that they will readily conform to the shape of the vessel. At frequent intervals upon the links are insulating washers, which prevent the anodes from contacting with the hull of the vessel, as with the envelope.—Boston Journal of Commerce.

LIFE OF A SAILOR.

Once a sailor always a sailor. When the average sea captain bids good-bye to his ship and comes ashore to end his days, he feels that there is little pleasure left in life for him. The writer, a correspondent of the N. Y. Tribune, met an old follower of the sea the other day who had become a sailor when he was sixteen years old and had not left the sea until after he was sixty. He had been a whaler, he had, when a boy, shipped on a man-of-war, deserting his vessel in Southern California when Mexico governed that part of the country. He had worked on a ranch, living with Spaniards, but had invariably drifted back to the sea. He had traded in Australia and China, and mined in South Africa, but never for a long time in any one place. After gold was discovered in California he went as first mate of a vessel to the Pacific Coast. Leaving his ship he became a gold seeker, and made $40,000. With this he bought a fine bark which was lying idle in San Francisco for the reoson that everyone was crazed with excitement over gold. He fitted up his vessel for a whaling voyage, shipping only half a crew, all he could get, and sailed toward the Behring Straits. When he started back eighteen months later he was a rich man, having had wonderful good fortune on his expedition. On his homeward voyage he was wrecked, and lost every dollar he had. He was picked up and taken to the Sandwich Islands, where he was sent out as master of a ship. Henceforth he commanded merchant vessels, acquiring a comfortable fortune and buying a big farm in New York. But at sixty-three, after nearly fifty years of storms, mishaps and adventures, he was bemoaning his lot and regretting that he had not waited until he was an "old man" before he became a landsman.

BEACHING A SMALL BOAT.

I have said that the little boat usually brings its occupants safely within sight of a ship or land. If you are ever so cast away, choose that you may sight a ship rather than land. Only too often the fierce storm is weathered, and the hopeful crew sail over hundreds of miles of sunny seas, almost as if on a pleasure trip, until the glad sight of land greets their eyes, and their troubles seem but a dream of the past, when suddenly they are plunging through a mass of white and broken water and amid the roar of crashing waves the little boat is lifted and twisted and flung about until dashed into fragments upon jagged rocks; while those survivors of terrible storm and ship wreck, of uncounted miles of open ocean, are thrown upon the sunny beach which gladdened their hearts, cruelly battered, or perhaps lifeless! Almost always, too, this is due to their not knowing how to handle their boat at this crowning critical moment when but a few hundred yards remain of a thousand mile journey from ship to land.—John M. Elliott, U. S. N., in St. Nicholas.

NOT ALL FOR THE MARINES.

Special Correspondence to The Marine Record.

TORONTO, CAN.—Custom houses are widely regarded as gloomy excrescences on the border of civilization and their concomitant tax-extorting officers as arrogant placemen to be cordially hated by ordinary people; but there are exceptions. No jollier place can be found in the port of Toronto than Sylvester Bros.' little red office where Customs Landing Waiter Capt. William McClain has his desk, and no truer or more courteous and obliging gentleman lives than the captain himself. He is scrupulous in the line of duty, but never makes enemies, and that he is a boon to the newspaper fraternity all the marine reporters admit. Though a staunch conservative, he will not obtrude his political opinions where he knows they would offend.

That THE MARINE RECORD is a substantial paper has been allowed for many years; here now is proof that it is so: Last summer Mr. F—— was coming up from Kingston on board a Canadian propeller. While the boat was off Long Pointe Mr. F—— was leaning on the rail at the port bow reading THE MARINE RECORD. Suddenly the vessel struck a sunken obstacle, and the jar caused Mr. F—— to drop his paper overboard. Engines were reversed and the propeller released herself. The steam pumps were speedily started, and the hand pump was rigged and manned, but water began to rise in the stoke hole. A man was sent overboard to investigate, and he reported that a big hole had been stoven in the port bow about 18 inches below the waterline. Barely had he been hauled back aboard before the water in the hold began to fall, and shortly the pumps were sucking. Proceeding on her voyage to Toronto, after her arrival there the vessel was drydocked, and the miraculous stopping of the leak was then explained: THE MARINE RECORD had been sucked into the breach—that was all.

There are some funny ships. A veteran tells me that his grandfather who fought in many British naval encounters, related the remarkable circumstance that the vessel he sailed in was shaped like a saucer and had to continually sail all around the fleet in order to avoid running way from the other men-o'-war, so great was the speed of this peculiar ship. The paddle wheels, diametrically opposite on the rim of the great saucer were the propelling force, one running with the sun and the other against. An opponent could be literally raked fore and aft, whilst the saucer warship flew so rapidly round the enemy that not a gun could be trained to hit her. Talk of our modern progress, eh?

A sailor started to escort an obstreperous cow from one farm to another. Hark to his tale: There was a wild look in her larboard eye, and I knew she'd be stiff to steer; so I got out a line and made fast to her horns. I hove ahead, but she grounded her forefeet so I couldn't make way. I luffed to larboard, and she took a sheer. I put my rudder down hard aport and rang full speed astern, but the blamed cow answered too quick and I lurched heavily to starboard. Before I could right myself she struck a straight course, and towed me in the eye of the wind at a rate of 40 knots an hour. I hauled in my tow line till my fore peak brought up abaft her stern, then she suddenly backed water and stove me in amidships with a clean pair of heels. This knocked the wind out of my sails and threw me on my stem end in the trough of the road, while she finished the voyage alone.

Here is a superstition story, for which I am indebted to Customs Officer Capt. William McClain:—The incident occurred a few years ago, while Capt. McClain was master of a craft. His vessel was laden with cordwood bound for Toronto from Lake Erie. The Welland Canal had been passed, and she was on Lake Ontario. All at once rats, of which every vessel generally has its complement, began to jump overboard. Splash, splash, they went helter skelter as fast as possible into the lake. The sailors were astonished; then they were alarmed. One man spoke up and said that, as this was a very evil omen Toronto never could be fetched in safety. A unanimous request was made to the captain that he put back to Port Dalhousie, but a McClain could not funk like that. The skipper peremptorily refused, and ordered the men to their posts. They obeyed sullenly, and Capt. McClain had to keep a sharp look-out. The wind was fair; nothing happened. Beginning to unload the wood at Toronto the crew resolved, however, to quit the boat before another trip. But when the cargo was two-thirds out they changed their minds, for the cause of the phenomenon of rats taking to the water in mid-lake was fully explained. A sleek weasel popped over the rail and disappeared into the wood-pile on the wharf.

The twin-screw steamer, the Columbia, being built at New York for the Richelieu & Ontario Navigation Co., is to be launched at the end of May. Length 180 feet; beam 36 feet; guaranteed speed 18 miles an hour; extreme beam 44 feet. Were she six inches bigger she could not pass the St. Lawrence canals. The locks of the Erie canal are not commodious enough to admit the Columbia, so she will come via the Gulf of St. Lawrence.

Speaking of the Erie Canal reminds me of a yarn spun by Mr. Wilkie, owner of the steamer Rupert, of this port. The Rupert, a big side-wheeler, came through the Erie Canal to the lakes, so Mr. Wilkie said. At one point the banks of the "ditch" were so close and the water so low that the vessel's paddles grounded on each side. All the powers at the tow-line could not budge her one inch; whereat the captain, losing patience, ordered the engines started, and the Rupert wheeled along the mud banks like a streak of light. Mr. Wilkie has a good reputation, mind you.

Notes.

IT is well-known, says The Master Mechanic, that in indicating engines, especially those of the compound and triple expansion type, it is desirable to have diagrams taken from several cylinders at the same moment, in order that important comparisons may be made. To do this an engineer of Chicago has devised an arrangement which consists of a small electro-magnet placed upon the bracket of the indicator near the piston in such a manner that when an electric current is sent through the coil it will turn the pencil and bring it in contact with the paper. When the current is broken a light spring throws the pencil out of contact. As any number of these electro magnets can be placed in the same circuit it is evident that all the indicators can be operated at the same time by the use of a single key or press button. Where several operators are taking diagrams from different cylinders at the same time, each could operate his own indicator in every way except the one act of bringing the pencil in contact with the drum, which could be done by one operator closing the circuit when all were ready.

THE Goodsell Packing Co., Chicago, Ills., is now the firm name of a consolidation of the B. W. Goodsell and the Swain-Goodsell Metallic Packing Co. A removal to more commodious quarters has also taken place and Mr. B. W. Goodsell has assumed the management of the company's business in their new location at the corner of Canal and Washington streets, Chicago. Largely increased facilities to keep pace with the rapidly increasing demand for the well known Goodsell packings will be had in the new quarters, and the high quality of their specialties, the arrangement and merits of which has made them so generally known, will be strictly maintained. The Goodsell's Rubber Back Flax Packing, Hecla, Sheet Packing, Removable and Wire Insertion Gaskets, and the Swain Metallic Packing are among the specialties manufactured by the company.

IT is reported that the government of Mexico has made a contract with Mr. E. L. Corthell, the well known engineer of Chicago, Mr. Hampson, formerly of Fairfield, Ia., and Mr. Stanhope, an English resident of the city of Mexico, to complete the railway across the Isthmus of Tehuantepec, between the Atlantic and Pacific oceans, which was begun by an English company some time ago. The government has two millions of dollars in hand for this work, which, it is said, will be given to Mr. Corthell and his associates as a subsidy, together with the right to organize a company, issue securities, and build the terminals, and the two harbors for the largest class of vessels. Mr. Corthell has been in the employ of the Mexican government for several years, and is just completing the extensive jetties at the harbor of Tampico.

SINCE Chicago has secured the World's Fair everything and everybody in Chicago have suddenly become of importance in the East. The gentlemen connected with Harper's Weekly were about in marine circles on Thursday, an artist and a writer, and they are going to do Chicogo Harbor, her ships and elevators, and even grain trimmers. Various views have been taken, and also portraits of those distinguished men who occupy the position of grain trimmers, Dan McCarthy, the millionaire trimmer, who lives in a mansion on the North Side; Capt. Jack McCarthy, the power in local Democoatic politics, and ex-Harbormaster; and Capt. Thomas Howland, tho hero who, when commanding the steamer Scotia, saved the passenger steamer Peerless, and three hundred lives on Lake Michigan.

THE gray melancholy sea—blue often and strangely beautiful—does not contain all the islands in which mankind are interested. Beyond the surging of the wildest sea, on the other side of the waters deep lie islands which have for many human hearts a profounder fascination than any or all of the numberless wave-girt spots of earth which fleck the bosom of our strauge planet. We refer to the mysterious localities called "Slumber Islands," which are said to lie between the sunrise and and the sunset. The islands, where may be found for all of every age a most alluring, refreshing repose.—Mining Blade.

Wm. Cramp & Sons, whose exhibit of ship models and naval appliances will be a notable feature of the Columbian Exposition, have recently placed an order with the Ashcroft Manufacturing Company for 56 of their special navy pattern Tabor indicators for use on the new men-of-war, the New York, The Pirate and the Indiana; also all the steam gages, revolution counters, vacuum gages, and the Consolidated Valve Co.'s nickel seeted safety valves with composition cases to complete the entire outfit of these ships. This is a large list of orders for marine devices, and they are in the hands of some of the most reliable firms in the United States.

THE new 21 foot fin keel yacht designed by and building for John B. Paine at Boston Mass., will have her fin keel of Tobin bronze. Her principal dimensions are 30 feet over all, 7 feet 8 inches beam, 16 inches draught of hull, and 16 inches least free board. Her fin keel will be of Tobin bronze, five feet long on the bottom, and will carry its 2,000 or more pounds of lead some 6 feet below the hull. This gives a draft of nearly 7½ feet, or over a foot more than any of the fin keel yet heard from. This will give her great power, and of course a big sail plan will follow.

STARVING RATS ON A WRECKED STEAMSHIP.

A correspondent of the Newcastle Chronicle describes a striking scene he witnessed in the breaking up of the Gothenburg City, on St. Mary's Island, coast of Northumberland. I was one of a party that went on board that ill-fated vessel a few days before she broke up, and saw a sight to be remembered. I shall never forget it. To all appearance, as we approached her, the vessel might have been sailing comfortably out of harbor, save for the absence of any apparent life on board of her. But we had no sooner put foot on deck than we were immediately attacked in such a manner that such of us as had got on board had to make tracks for the rigging, while the rest fell back into the boats. Rats! I never saw so many in my life, and never hope to again. Great, hungry, lanky, lean-looking rats, many of them with their tails chewed off, swarmed up from below in never-ending thousands, squeaking and squirming over one another in a manner sickening and horrible to behold, particularly to those of us up in the rigging. At last we cut off some loose ropes, knotted them into convenient lengths, and so armed, we descended and attacked the rodents, and eventually succeeded in beating a passage to our boat. Any one would have supposed that they knew by instinct the impending fate of the vessel, for they no sooner saw us over the side than they began to swarm down the ropes and try to enter the boat, and it was only with difficulty we were able to beat them off before casting the boat clear; and they squeaked in a horrible manner in their anguish and mad frenzy as we rowed away from the vessel's side. They were too far both from the island and the mainland to swim ashore. They could not feed on the timber and coal, and so that was washed ashore to warm the shins of the coast folk. While every other part of the vessel seemed to go to splinters, the deck-house, strange to say, came ashore on the island intact.

THE LAW ON SUBSCRIPTIONS.

The following are the decisions of the United States Court on the subject of newspaper subscribers:

1. Subscribers who do not give express notice to the contrary are considered as wishing to renew their subscriptions.

2. If subscribers order the discontinuance of their periodical, the publisher may continue to send them until all arrearages are paid.

3. If subscribers neglect or refuse to take their periodicals from the postoffice where they are directed, they are responsible until they have settled their bills and ordered them discontinued.

4. If subscribers move to other places without informing the publisher, and the papers are sent to the former address, they are held responsible.

5. The courts have decided that refusing to take periodicals from the office, or removing and leaving them uncalled for, is prima facie evidence of intentional fraud.

6. If subscribers pay in advance, they are bound to give notice at the end of the time, if they do not wish to continue taking it; otherwise the publisher is authorized to send it, and the subscriber will be responsible until an express notice, with payment of all arrearages, is sent to the publisher.

GOVERNMENT CONTROL OF WATERWAYS.

The complaint of the marine interests against the Ft. Wayne railroad bridge as an unreasonable obstruction to navigation seems to have got lost somewhere at Washington. The report of Capt. Marshall, U. S. Corps of Engineers, condemning the bridge was made last December, but since that time nothing further has been heard of the matter. Marine men who pushed the case against the Canal street bridge so vigorously for one entire year are chagrined that all their efforts should come to naught by the inaction of the United States District Attorney Milchrist. Mr. Milchrist promised six months ago that suit would be at once instituted against the City of Chicago to collect the fine of $5,000 per month for allowing the bridge to remain, after being ordered by the Secretary of War to remove it. Nothing whatever has been done, however, and it is probable that the Lake Line Agents' Association will appeal directly to Attorney Miller for orders upon the district attorney to commence the suit. It is felt that the River and Harbor Act, under which the government took control of Chicago River, will be tested in the courts sometime, and a better test case could not be had than the one over Canal street bridge.

OFFICIAL NUMBERS.

The following named vessels have received their official numbers from the Bureau of Navigation Treasury Department during the week ending April 18th, 1892: Schooner, Leader, Port Huron, Mich., 30.25 tons net; steamer Vessels Frank C. Barnes, Grand Haven, Mich, 29.29 tons net, Uganda, Erie, Penn., 1,708.6 tons net.

A WRITER in the Scientific American asks why the same device that will send a torpedo three miles from shore to destroy a vessel may not be made to send a life boat the same distance to rescue passengers and sailors on a wreck. The answer is easy. One is to destroy life, and the other to save it. And the ingenuity and instruments for destroying life stand a better chance of reward than the preserver and preservatives.

The Marine Record.

ESTABLISHED 1878.

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PORT HURON, MICH.—D. E. Lynn, Marine Reporter.
SARNIA, ONT.—J. G. McCrae, D. McMaster.
SAULT STE. MARIE, MICH.—J. P. Haller, Water street.

☞ Subscribers and others are respectfully invited to use the columns of THE MARINE RECORD for the discussion of pertinent topics and all matters relating to the welfare of the Lake Marine. N. B.—We do not hold ourselves responsible in any way for the views expressed by our correspondents. Contributions must in every case be accompanied by the full name and address of the writer, and be at this office not later than Wednesday morning.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., APRIL 28, 1892.

LAKE INSURANCE.

Notwithstanding the strong and seemingly united effort of the home companies to place the lake marine insurance business on a more stable basis for the season of 1892, there has already developed a woeful want of unanimity in the interests conducting this important branch of maritime commerce.

Old established agencies have become supremely indifferent to the welfare of the underwriters and a general scheming of rate cutting tactics is evidenced all along the line. There would seem to be good reason for the lack of business fervor now so noticeable in the foregoing circles, and it is but necessary to point to the members of the average adjusting committee appointed at the recent Detroit convention, at least two of these gentlemen are the best average adjusters on the lakes, yet they refused to act, and their stand is eminently justifiable. An average adjustment held strictly to the lines of the policy and with each item closely scrutinized, would place such a committee outside the pale of other business, so that it is small wonder that the members refused to be the butt of the general agent, the assurer and assured.

It would appear that the indiscriminate placing of numerous local agencies at each of the large lake ports is one of the chief reasons for the unstable methods now in vogue. Indeed, it is stated that local agents have wired their general agent cutting figures on the same line of business though working at the same time independently of each other, in their attempts to secure the risks.

Prominent among the old conservative companies, the Ætna has branched out into local agencies to a possibly greater extent than any other company, until it has been observed that anyone desiring to place a risk might obtain an agency. In any case, the local agencies are so plentiful that placing risks are now a side issue and local insurance agents may close up their offices and go out of business. They will not do so however without a struggle, and a scheme is now on foot to absorb the general agencies and do away entirely with the middle men as represented by local agents. The idea is to place the entire business on such a footing that the assured may deal direct with the home office, thereby saving the commissions of local agents and the office expenses, etc., of the general agents.

It will be thought by many that the mutual insurance plan may be advocated, yet so complex are the State laws that it would be found very difficult to obtain a charter under the mutual system, notwithstanding the departure is again spoken of by vessel owners. There is a widespread conviction that marine insurance has been handed about too much among local agents. However this may be, the home companies are the best judges of the question and the end of the season ought to show positive results in both hull and cargo risks.

The most solemn compacts entered into in the spring hardly seem to "hold water" when business opens up, and it is now an open secret that even the groundage clause has been overcome in the effort to attract business on favored and liberal terms.

Out of all this grasping for business the London Lloyds find their opportunities advanced for securing the gilt-edged risks. They have neither local or general agents, salaried officials nor office expenses to divide premiums and consequently thirty to forty per cent. of their premiums are saved.

Whatever may be the upshot of the present eagerness to place business in favored companies it would seem that radical measures will be necessary whenever it is considered desirable by the home offices to bring the lake business back to the steady footing of previous years.

SHIPPING FOREIGN SEAMEN.

There still seems to be more or less misconstruction of the ruling of the Treasury Department relating to alien seamen serving in American vessels. Emigration agents have been boarding vessels in port and demanding particulars of nationality from the several members of the crew although such a proceeding is entirely outside the province of an emigration officer. The employment of foreigners on board American vessels, is not, nor ever was, in violation of law. It is simply the method of shipping aliens which is in question. A master or owner is not at liberty to send to Canada for seamen, but he has a perfect right to ship men of all nationalities if he so desires.

A seaman shipped at a United States port furnishes *prima facie* evidence of his being domiciled there and the matter requires no further knowledge regarding the employe, nor are emigration agents authorized to elicit anything further than is contained in the fact of shipment. To again elucidate this point we quote the following letter:

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., March 16, 1892.

I hand you herewith a communication from the Acting Solicitor of the Treasury, dated the 11th instant, in which he expresses the opinion that the bringing of aliens to this country under contract to perform labor as seamen on board American vessels sailing between ports of the United States and ports of Canada constitutes a violation of the act of February 26, 1885, and the act of March 3, 1891.

In this opinion the Department concurs. Obviously the employment of foreigners as sailors, &c., on board American vessels sailing between ports of the United States and Canada is not in violation of law, provided they already have domicile within the United States at the time when such employment begins, and have not been brought into the country under contract to perform service.

It is a necessary inference that in case an American vessel, while in a foreign port, is deprived of its crew, or a portion thereof, by desertion, or otherwise, the owner or master may there engage alien sailors to man the vessel. Any other construction of the law would tend to cripple American commerce, a result which obviously Congress could not have intended.

Respectfully yours,
A. B. NETTLETON,
Acting Secretary.

From the foregoing it will be seen that it is not a violation of the law to ship and carry alien seamen when they are domiciled in the United States, and as no limit of time is placed whereon to prove residence we take it that 24 hours in a boarding house renders the foreign seaman an eligible employe under the law.

VESSEL OWNERS CONSOLIDATE.

As we go to press the consolidation of lake shipping interests is being perfected at Detroit, and the lake carriers association will again be established on a more representative basis than ever before.

It is not our purpose at this time to recount the many reasons which has made the new organization almost a necessity, suffice it to say that a consolidation is now for the best interests of the entire community of vessel owners on the great lakes.

It is not known at this writing who will become the principal officers of the association, but there is any quantity of good timber in the field, even to a repretative at Washington in the person of Chas. H. Keep, legal adviser and secretary of the Lake Carriers Association.

In so far as a permanent representative at Washington is concerned there is every reason why a man of undoubted ability ought to be selected to fill that position, as it seems to us that it must be apparent to all that the work needed to be attended to there is of such an important and constantly increasing kind in connection with legislation and Department rulings, etc., that the consolidated association would find it to their best interests to have a resident counsel to look after marine legislation affecting the great lakes, both during sessions of Congress and in the interim of sessions. The vessel owners of the great lakes have vast interests at stake, which are constantly being directly affected for good or ill by proposed laws, or rulings, etc., by laws which should be repealed or modified, by bad legislation which should be nipped in the bud, by good proposed law which is opposed for mistaken reasons, and by specious and apparently harmless proposed legislation which is only discovered by constant vigilance by those alert, intelligent and capable of discovering sins from day to day through a session of Congress.

Much excellent work in the foregoing direction has been done in the past by the officers of the Lake Carriers and Vessel Owners' associations, yet, those who have larger and important interests to attend to at home are not in a position to meet the requirements upon their time to enable them to keep track of legislation inimical to their best interests, and it would therefore seem that it would be necessary to have well qualified counsel at Washington to work in harmony with and under the guidance of the officers at home.

Lake interests have been duly represented by able counsel at Washington from time to time, and the firm of Conger & Conger have been the authorized resident counsel for the Lake Carriers' Association. Omar D. Conger, senior member of the firm has had sixteen years experience on Committees of Commerce House and Senate, and special attention has always been given by this firm to marine business in the Departments, and before Congress, and although other well qualified counsel might be obtained, the mission of this article is filled by pointing out the needs of having a resident counsel to timely attend to the vessel owners' interests at Washington.

THE OUTLOOK IN FREIGHTS.

If the freight situation is better this week than last, the improvement consists in a more encouraging outlook for the near future. Some of the optimists say rates will be booming by the middle of May, while others don't think much money will be made before June by the wild boats. One trip charters at Escanaba still remain at 65 cents, but the feeling shows considerable strength. Boats have been placed at $1.05 from Ashland, and an ore boat which was some time ago placed at Ashland for four loads of ore to be delivered to Ohio ports, was this week placed under a season's contract for ore from Marquette. The figure is not given out but is said te be one dollar or better.

With a little hammering by coal shippers the Lake Michigan rate sustained some damage Wednesday, two boats being placed for Milwaukee at 45 cents. A better supply of coal may strengthen the rate before long however.

A large quantity of lumber is to come down this season. This week boats were placed to bring down several million feet to Lake Erie ports from a new shipping point in the Saginaw Bay region. The Cheboygan district will show a large increase in its shipments this season, and a considerable amount is to come down from Lake Superior. The lumber carriers will all do a brisk business at fair living rates. On grain the upward movement is slow but stubborn and is not likely to slump soon again. Duluth shippers are eagerly inquiring for wheat tonnage at 3 cents, and the prospect is that the rate will soon go higher. The Chicago rate is 2 cents to Buffalo, though the regular line boats must always exercise no little influence on the grain rates from that port.

THE latest tariff promulgated by lake underwriters is one of trip rates on lumber as follows: Lake Huron to Lake Erie and Lake Michigan ports, 25 cents; to Lake Ontario ports, 30 cents: Ogdensburg, 35 cents, Lake Superior to Lake Michigan and Lake Huron, 30 cents: to Detroit River, 35 cents. Lakes Superior and Michigan and Georgian Bay to Lake Erie ports, 30 cents. For cargoes on B1, 1½, charge 50 per cent. additional. For cargoes on B2, charge 100 per cent additional.

Articles of incorporation forming the Pridgeon Transportation Company were filed Tuesday. The capital stock is $150,000, of which $82,000 is paid in. The stock is held as follows: John Pridgeon, Jr., 820 shares; A. A. Parks, 308, B. W. Parker, 307; John S. Quinn, 205. The office of the company will be in Hamtramck. The transfer of the steamer Kasota to the above named company from the Detroit Dry Dock Company, was recorded at the custom house Tuesday; consideration $80,000.

THE CANADIAN CRUISERS.

OWEN SOUND, ONT., April 26, 1892.

Edito r of The Marine Record.

It is with considerable surprise I notice in your issue of the 21st inst. an article on the above subject, by a correspondent who signs himself "Cruiser," and who pretends to be in the position of being able to give your lake shipbuilders and mariners an interesting history of how the Canadian Government is providing for the lake service. Now, his story may be interesting enough, but it is far from being correct, and it has evidently been compiled from garbled reports given by the daily press, assisted by the writer's imagination; so I would like, with your permission, to have the opportunity of correcting a few of the statements in his correspondence in which he errs; of course, we are all liable to err, but none more so than those who depend on their imagination to supply them with the facts.

Taking his statements as they come, and first noting that his letter is dated from Ottawa, P. Q., I think due inquiry would inform him that Ottawa is not in Quebec, but in Ontario. Next, the Constance was not "launched in October last year," but on the 12th November. Then passing over the evident typographical error, where the vessel is said to have a "*raw* bow," instead of ram bow, but which should rather be *curved stem*, as there is no ram about it, we come to the speed. It may have been Cruiser's expectation that "she would do 14 knots easily," but the contract only asks for 11 knots, and if she does one or one and a-half more, she will do well for a vessel of her dimensions and power. He states further, "she was built for the Georgian Bay and Lake Huron service," but the contract clearly states she was to be built for the Bay of Fundy service, and all her arrangements are for salt water service. Again, she has no steel bottom, but is planked right on to the frames in the usual composite manner, and instead of "with 3-inch elm," is planked with 5-inch elm. Again, no "miscalculation was made in designing the boat," and instead of being very cranky as he says, she is more than ordinarily stable, as was strongly proved at the launch when the vessel fell over on the ways and entered the water on her beam ends. But despite this, and the fact that the water was pouring into her open hatchways, no sooner did she get enough of her native element to float her, than she righted on to her keel and shook herself dry like a duck, all of which is clearly shown in the excellent series of photos taken at the time by Bruce, photographer, Toronto. As for ballast, she never had a pound of it in her, and never need have. Again, he says, "the draft is specified 8 feet," but I should be pleased to show him the specifications, wherein it is specified 9 ft. 6 in. in salt water, and as she now lies finished, her draft is 9 ft. 8 in. in fresh water.

The transfer of the vessel from the Marine to the Customs Department was an ordinary commercial transaction of sale and purchase, and the Marine Department at once ordered a duplicate, (notice no alterations in the dimensions) vessel to replace the Constance for the Bay of Fundy fisheries service. Subsequently a third cruiser was ordered, but as this vessel is for Georgian Bay and Lake Huron fisheries service, and consequently to sail in shallower waters, her beam was increased in order to lessen her draft of water.

But surely this is enough to show how far your correspondent has cruised astray, without going all through his letter in the same manner, a task which would occupy too much of my time and be a trespass on your valuable space, as every other line contains some such misstatement as those quoted. Indeed, I would not have taken up the matter at all had it not been for the malignant tone of "Cruiser's" comments on the design and launch of the vessel, and to expose such ignorant correspondence.

I can now well understand the wisdom of your safeguard in not being responsible for the views of your correspondents, when such as "Cruiser" are allowed to disport their fancies in your columns. In conclusion, I would recommend "Cruiser" to study "Magnet's" letter from Kingston on the same subject, which is clear and correct.

ROBERT LOGAN,
Inspector of the Cruisers.

THOMAS DREIN & SON, of Wilmington, Del., have recently received the following orders for patent metallic life boats, life rafts, etc.: Six 22-foot boats and three 20-foot wood clinker-built boats for New Haven steamer; four 22-feet boats, two life rafts, etc., for Captain Al. Foster's new fishing steamer; four 20 foot boats for Hollister Bros' steamer; six 22-foot boats for Northern Steamship Co., and eight 22-foot boats for whalebacks and straightbacks building on the lakes; four 18-foot, life rafts and 1,200 cork life-preservers for a Buffalo passenger steamer; one 18-foot boat of their new patent for the Merrimack Steamboat Co.; one 12-foot boat for tug Mather; one 14-foot boat, one 16-foot boat, and 50 Leduc Tule life-preservers for steamer River Side, built by Jackson & Sharp; one 18-foot boat for M. Moran's new tug built by Neafie & Levy; one 14-foot boat for the Albemarle Towing Co.; one 16-foot boat for the new Macaully steamboat. Messrs Drein & Son are also furnishing the excursion steamers with cork and Tule life preservers and rafts.

An unknown man, cook on the barge S. M. Stevenson, was was found drowned in the St. Mary's canal last Sunday night

DUTIES OF A TOWING STEAMER.

Another big suit, involving the duties of a steamer to the boat she has in tow, has been instituted at Detroit. In this case, $61,000 is involved. November 26, 1890, the steamer John M. Nicol, with the big barge Wahnapitae, approached Cleveland harbor. There was a brisk wind and a moderate sea running. When within a quarter of a mile of the breakwater, the steamer threw off the towline and the barge struck the breakwater, where she very soon pounded to pieces, drowning one man of her crew. The case will be fought on the grounds that the steamer should have towed the barge into port. She ran no risk in doing so, and in deserting the barge at the critical moment she rendered herself liable for the loss. The suit is brought by the Loveland Transportation Co. for the loss of the barge and 2,000,000 feet of lumber on board.

Orla Smith, wife of one of the seamen lost from the Wahnapitae, will also institute suit against the Nicol for $5,000 on the ground of negligence in causing the death of her husband. Charles E. Kramer, admiralty lawyer of Chicago, represents both claims.

OSWEGO SEAMEN'S UNION.

Special Correspondence to The Marine Record.

OSWEGO, N. Y.—The seamen of this port kick vigorously against W. E. Smith, who was sent here as their president from Chicago. They held a meeting last Thursday evening, and all present, some twenty-seven, decided not to accept Smith as president. They determined to start another branch, but still claim that they belong to the Lake Seamen's Benevolent Association, but will not acknowledge Smith. It is understood that the seamen along the chain of lakes who belong to this branch are in sympathy with the work that is being done by the local members, and will support them in their present action. On Monday morning the members in this port wished to procure the furniture which was in the old offices, but Smith opposed the movement. They got replevin papers and Constable John Garrahan and moved the furniture. Mr. Smith states that he has possession and will remain at this port until the close of navigation, or until he is recalled by the Chicago people. The seamen here would accept any person as their president who is a resident of this city.

The yacht Papoose arrived here from Detroit all well last Sunday. Mr. Mott has purchased her solely for cruising purposes and will not enter the lists with her as a racer although her record stands high.

MARKING VESSELS' NAMES.

There has been considerable dispute among vessel men as to the existing law for marking names on vessels. Nearly all steamboat men claim that it is sufficient for the name and port of hail to be on the stern and the name on each side of the pilot house. There is good reason for believing that such view is not in accordance with the law.

In a recent decision the Solicitor of the Treasury says that section 4334, Revised Statutes, was repealed by the act of 1891. Section 4334 provided that the name and home port of each licensed vessel should be put on the stern. The act of 1891 goes farther and provides that the "name of every documented vessel shall be marked on each bow and on the stern, and the home port also on the stern." Another section, 4495, provides that in addition to the name on the stern, each steamboat shall have her name on each side of the pilot house, and if a side-wheeler, on each side of the wheelhouse.

The Act of 1891 is the latest regulation on the subject. According to the solicitor, it repealed section 4334, and left section 4495 undisturbed. It would appear, therefore, that the name of every documented vessel, steam and sail, must be marked on each bow as well as on each side of the pilot house of steam craft. Owners were given until the end of 1891 to have the marking done. The penalty for non-compliance is $10 for each name omitted.

LAKE SUPERIOR navigation can not have been said to open previous to April 28th, as it was only on Wednesday afternoon that the ice jam had been successfully penetrated at Duluth and the large fleet admitted into port. The records show that May 1st is as early as Lake Superior navigation may be entered upon and there is not much glory or many dollars in sending tonnage to buck away at the ice much if anything before that date. Steamers leaving lower lake ports for Lake Superior on the 25th are no doubt further ahead than those who started out several days prior to that date. The limited season of navigation calls for as early a start as possible, but there is small satisfaction in consuming coal bucking away at an ice jam.

CAPT. L. C. COLE has a record of 12 seasons in the Guiding Star. The rolling stone adage seems to be entirely knocked out in this connection, as the captain has rolled lots of "moss" around him.

Michael Evans, a sailor on the schooner Quayle, had his arms and jaw broken by a line parting He was taken ashore at Port Huron.

FLOTSAM JETSAM AND LAGAN.

A. R. Boswell, the retiring commodore of the Royal Canadian Yacht Club of Toronto, has been re-elected to the same position for the ensuing year by acclamation.

The captain of the Idaho reported that Robert Kerr, lookout, was lost overboard between Buffalo and Cleveland last Monday morning. He was 30 years old and lived in Buffalo.

The side wheel tug Arthur of Montreal is 90 ft. long by 19 ft beam. She has a compound engine and a Roberts boiler which supplies all the steam required with natural draft. The fuel is usually slabs from a saw mill.

The ten tugs in Toledo have been pooled. L. S. Sullivan has bought one quarter of the tug Schenk, and Schenk takes one-third of the tugs Dolan and Birckhead. Sullivan and Hubbard will be managers.

THE steam yacht Catherine being built for Mr. M. Cudahy, of Chicago, at the yards of the Davis Boat & Oar Co., Detroit, is nearing completion. She was launched last week and is now receiving her finishing touches and is a credit to her builders.

George Mason & Son of Geneva, O., are just completing a fine steam yacht, 56 feet in length by 10 feet beam, with a capacity for 100 passengers. The engine is being constructed by Farrar & Davis, Erie, Pa., and the boiler by the Globe Iron Works, Cleveland, O. The yacht is expected to make 12 miles an hour, and will be engaged on the Licking reservoir.

For preserving wire ropes carried under water, or under the earth's surface, a mixture of 35 parts slaked lime and from 50 to 60 parts of tar is recommended. The compound is boiled and applied to the article hot. For dry-laying cables a thick mixture of graphite boiled in tallow, and one of crude linseed oil and vegetable tar have both been tried with success.

Here is another tall yarn: Last Autumn while the schooner Sir C. T. Van Straubenzie was sailing from Toronto to Charlotte, light, a sou'west gale overtook her. Heavy seas broke athwart her deck. Finally a fiercer wave lurched the schooner terribly to starboard and carried the wheelsman overboard. As the vessel rolled away from him to larboard the pilot saw he was in imminent danger of getting left and resolved on heroic action. The ship canted back again so far that the yard arms were immersed. The drowning sailor seized a main-top gallant stay, scrambled to the mast, slid down to the deck, and resumed his post at the wheel before he was missed. Capt Ben Tripp perhaps will vouch for that.

The schooner Sophia J. Luff, bound from South Chicago to Collingwood with 32,000 bushels of corn, sprung a leak in Saturday's gale while on Georgian Bay. To save her from floundering the Luff was run on Beckwith Island. The crew were taken ashore in safety. The captain procured a tug and a steam pump at Collingwood, and is now at work trying to save his boat. She lies on a rocky bottom in twelve feet of water. The Luff is owned in Chicago by Capt. Wm. Shanks, who sails her, W. W. Shaw, and others. She was valued at $6,000 and insured for $4,000. The cargo is insured for $8,000.

Madge Merton has a trite and true paragraph in the *Globe*, of Toronto, dealing with "Those people whose duty bears down the wings of their ambition." She says it is hard sometimes to subordinate aims and desires to keep grinding away at the 'small certainties' with much more that is clever, and has a tone of being experience-born. "But" she adds, taking up a nautical simile, "it is not the misery of those other lives that have nothing to be moored to, that drift about with the waves and winds, derelict ships that have no motive power and no destination, a prey to storms, a menace in their uselessness. They grate against one ship and are the worse as they toss on again, abandoned and doomed." Aye, and she might have added that a water-logged derelict oftener ruins a fine craft; there is no sympathy between them; ten to one the good vessel sinks, unless particularly strong, and the vile derelict floats on to wreck more "The ships safe in harbor," Madge goes on, "tug at their anchors and strain at their lines, but the restraint is their salvation, their disguised happiness,"

A WEATHER PROGNOSTICATOR.

Mr. James Johnson of Buckingham, Kankakee Co., Ills., has been studying the gyration of winds, temperatures and general weather conditions for some time past, and has now sent out cards detailing the probable state of weather for a month in advance, his April forecasts have coincided instances and general manager David Carter of the D. & C. Line of steamers has kept a close record of the prognostications which show very favorable results.

Of course these forecasts must necessarily contain a great deal of guess work, but it is nevertheless refreshing to hear of a private individual taking so much interest, pains and study in the weather conditions.

THE large new tug built and equipped by Denvey the past winter will be launched at Ashtabula Saturday. She was built for Cleveland parties who failed to live up to their part of the contract, and she is therefore on the market.

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CAPITAL, - - -	$ 400,000
ASSETS, - - -	900,000
LOSSES PAID, over - -	1,500,000

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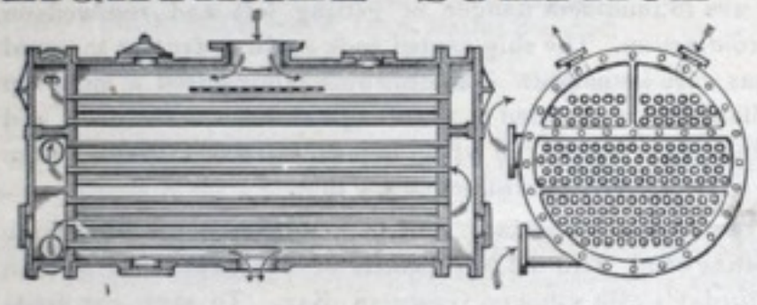

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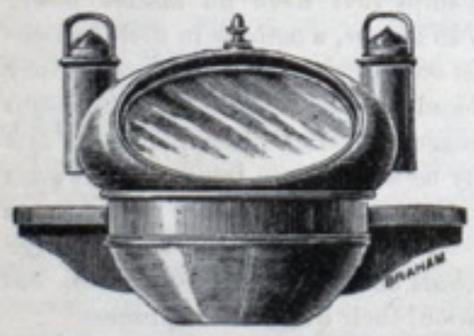

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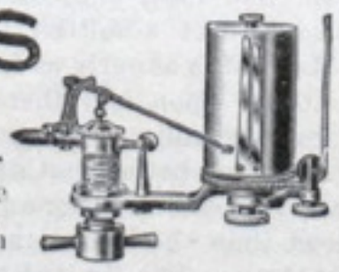

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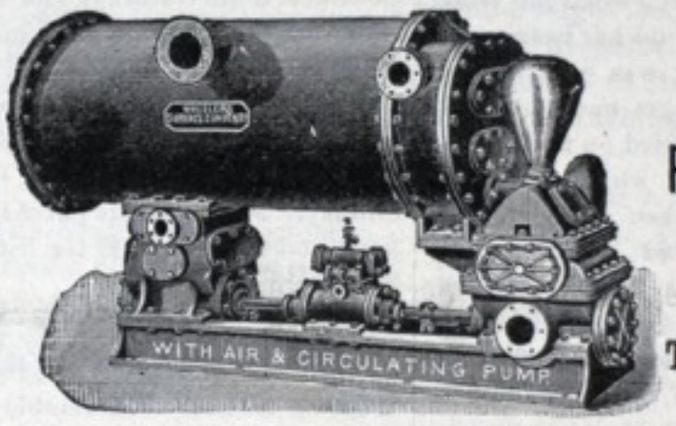

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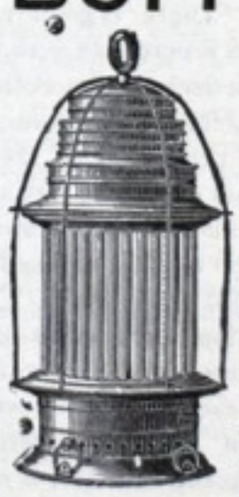

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